GREATER CINCINNATI BMW CLUB

December 2004 Newsletter

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Motolight: An interview with Tina Hollaender

By Lynn Cummins

Back in September, when Jerry and I biked down to the Canaan Valley Resort to attend the RA Rally (the "rally of the never ending rain"), we ran into some old friends…friends who, no matter what rally or where the location, we can almost always count on seeing! We even saw them a few years back at what was the Second (I think) Annual Curve Cowboy Reunion in Santa Fe, NM, and that was truly a welcome surprise for us…seeing friends from Cincinnati in Santa Fe! I'm talking about Rob and Tina Hollaender, the owners of Motolight, whom Jerry and I have gotten to know rather well over the past several years and a parade of motorcycles.

Seeing Rob and Tina in that beautiful, yet soggy, setting in West Virginia, got me wondering just how many rallies they attend and miles they log each year marketing Motolights. Those thoughts prompted me to call Tina for and interview. We sat down over lunch a short while ago and this article is the result.

A little history… Rob and Tina have been the owners of Motolight since May of 2000 when the purchased the business from Chris Jacobs, the original designer of Motolight. Combined with the time Chris was in operation to the present, Motolight has been in business about 13 years now. Since purchasing the business about four-and-a-half years ago, Rob and Tina have enhanced the product line with a variety of different finishes for the sand-cast, aluminum-housing lights: brushed aluminum, black powder coat, chrome and polished. The most recent addition to their product line however is the optional caliper mounts. Jerry purchased these mounts for his R1150RT at the Charleston, WV rally; and I followed suit later in the year with a set for my K1200RS. While the strap mounts for the forks are still the standard mount for the lights, the caliper mounts are an aesthetic and durable improvement to the mounting system; and, you don't have to guess if you've got the straps evenly positioned on the forks, as the calipers offer a fixed-position that provides a level mounting position from the start!

Now to my interview with Tina…I had several questions for her, and our Q and A session follows.

Q Can you tell me which make or model of bike for which your supplemental lighting is most often requested?

A As far as BMWs, it has been the LT, RT and the GS that make up the top three BMW models being equipped with Motolights; but recently we've seen requests for Motolights for the GS model increasing steadily. Hondas and Harley Davidsons also make up a major part of our customer base.

Q You mentioned an upcoming trip during which you'll be talking to a police department about outfitting their motorcycles with Motolights. How many departments are currently using Motolights?
A There are currently nine departments using Motolights for supplemental lighting for their motorcycle units. The Daytona Motor Department is the largest; they have 14 motorcycles and 4 motor-medics.

Q How do the police departments find out about your supplemental lighting? Is it through direct marketing, rallies or word of mouth?
A They see our product at the rallies and they come to us or they hear about us from other departments.

Q And what would you say is their main reason for wanting this supplemental lighting?
A Definitely the added visibility it gives to their units not only at night, but also during the day. They've seen how having the Motolights makes their units more visible to motorists on the road during the day. It makes being on the road safer for their motorcycle officers.

Q Your optional caliper mounts impressed Jerry and me for Motolights when we saw them at the MOA rally in Charleston, WV last year. We both decided on this really nice looking upgrade. Why did you develop this different mounting system?
A Mostly it was developed for aesthetics and also because of customer requests. Rob designed these mounts and drew a concept drawing to present to our staff o engineers. They then worked on the design specifications, tolerances, etc. from that concept drawing. Soon thereafter we started manufacturing the units and marketing them. In all we now have five mounting options for our customers: The caliper, strap, fender, flat and engine guard mounts. All of our lights can be upgraded to the caliper or fender mounts for $80.00.

Q Did you recently open a facility in Woodlawn, OH?
A Yes. We opened a new facility last September; we have 6000 square feet in this facility on Wayne Avenue that is dedicated to our assembly and shipping operations for Motolight. During rally season, March to October, we have three fulltime in-house staff, not including myself or installers on the road, so it's nice to have the extra room!

Q How many rallies do you attend yearly and about how many miles of travel does that entail? Do you get to ride your motorcycles much…the ones you bring with you for the shows/rallies?
A For the 2005 rally season we're scheduled to attend 17 rallies. One year we traveled 38,000 miles to attend all the rallies on our schedule. I think we put 1,000 miles on the bikes…and that was taking them on and off the trailer…not riding! We also have dealer open houses on our schedule in addition to the rallies.

Q Do you and Rob ever get time to really ride your bikes?
A Last July we actually just decided to take three weeks off in the middle of the rally schedule and we took a trip out west to Glacier National Park and then rode to the Upper Peninsula. It was about 5,500 miles and it was fabulous. We really needed that!

Q What bikes do you own now?
A I own an FJR1300, a Triumph Sprint and an FXR3 Harley Davidson. Rob owns a K1200LT, a Buell, an FLS Harley Davidson and a Road Glide Harley Davidson.

Q What do you like to do for relaxation…when you're not on the rally circuit?
A I like to do gardening and yard work. Rob, when he's not on the rally circuit, usually keeps busy with Hollander Manufacturing. He's a third-generation owner of this machine shop/foundry. He's been working in manufacturing for 35 years.

I finished our interview by asking Tina about their roots. She told me that Rob has lived in Ohio all his life and that she is a Kentucky native. Rob and Tina have been together for 19 years; nine of those years as a married couple. (Tina added that Rob always said he was going to marry a "stump jumper"…a woman from Kentucky. I think he made a nice choice; they're a great couple.) It was nice to get together with Tina without disrupting their flow of customers at either a rally or open house. I thanked her for Motolight's continued sponsorship of our yearly club contests. Before we went our separate ways, Tina asked us to post a coupon in the newsletter for a special promotion. Check it out in this issue of the newsletter. **The coupon is good through December 31st, 2004**. Happy Holidays!

Holiday Safety Tips

By Tim Heitmeyer,
Supervisor of Corporate Security, Ohio National Financial Services and Chief of Police, Dillsboro, Indiana

When you travel, know where you are going and how to get there and back. Check for construction detours; for longer trips, get a weather forecast.

If traveling out-of-state, most state law enforcement agencies provide road-and-highway information; check to see what conditions they report before leaving. Inform a family member where you will be and when to expect you back; give them your route if they don't know it.

Travel and conduct your business during daylight hours if possible. Lock doors and windows when getting into your car and keep them locked while driving.

If you have access to a cellular telephone, carry or take it.

When driving, keep doors locked and windows rolled up. Maintain at least half a tank of fuel, and keep vehicle in good repair.

If you experience a breakdown, pull as far onto the shoulder as possible and turn your emergency flashers on. If you have a cellular phone, summon assistance from a reputable source or call for law enforcement response. Otherwise, raise your hood or tie a streamer to your antenna, and await assistance inside your locked vehicle.

If a stranger stops, speak to them through a partially rolled-down window, and ask them to go to a phone and call police or a tow service; do not exit your vehicle until a law enforcement officer or tow operator are on scene. On longer trips, be sure you have water, food and blankets in the vehicle.

If involved in a property-damage collision in an unfamiliar or potentially unsafe location, do not open or exit your vehicle. If you have a cellular telephone, summon law enforcement. If not, acknowledge the accident by hand signal, and motion the other driver to proceed with you to a safe location (where there are other people and light) to exchange information. If unable to proceed, honk the horn to attract attention and ask a passer-by to summon police.

If signaled to stop by any vehicle other than a clearly marked law enforcement unit, acknowledge the signal, and wave the driver to follow you to a safe location (where there are other people and light). Drive within the speed

limit and take the shortest possible route to the nearest safe place. If you have a cellular phone, dial 9-1-1, tell the call-taker you are being followed by an unmarked vehicle attempting to stop you, and ask them to send a marked law enforcement vehicle to your location.

When parking, roll up the windows, lock the vehicle, take the keys, and conceal valuables, preferably in the trunk. During hours of darkness, park and walk in lighted areas to the extent possible.

When returning to your vehicle, carry your keys in your hand and be ready to unlock the door and enter as quickly as possible. As you approach your vehicle, scan the area, glance underneath the vehicle, and take a quick look inside before entering.

While out and about, present an alert appearance. Be aware of your surroundings; scan the area from time to time. Avoid concentrating so hard on shopping that you fail to keep track of your surroundings, others near you, or your personal property. Wear conservative, comfortable clothing. Grip carried items firmly and avoid leaving them unattended. Carry minimal cash and valuables, wear minimal jewelry.

Shop with friends or relatives if possible; there IS safety in numbers. As you shop, be alert in crowded places. Among pickpockets' favorites are revolving doors, jammed aisles, elevators, and public transportation stops and vehicles, especially at rush hour. Carry the day's most expensive purchases closest to your body, and don't carry so much you lose the ability to react quickly.

Return to your vehicle periodically to check on it and reduce the amount you are carrying and must keep track of. Store packages in the trunk or, if your vehicle doesn't have one, out of plain view (on the floorboard, under a blanket or clothes, etc). When possible, have purchases delivered instead of taking them with you; many businesses offer free delivery during the holiday shopping season. Ask for an escort to your car if you feel nervous.

Return to the mall or store for assistance if you spot suspicious activity near your vehicle. Stay alert while loading items into or out of the vehicle or arranging cargo stowage. If someone approaches, and you feel threatened, get in and lock up until they leave the area; if they loiter, drive away.

Using debit or credit cards is much safer than carrying a lot of cash. If the vendors you will visit don't take cards, consider obtaining traveler's checks, which, unlike cash, can be replaced if lost or stolen. Visit ATM's only at well-lighted and populated locations; visit during daylight hours if possible.

Using the drive-up is usually safer than walking up or into a facility. Remember to scan around you as you make your withdrawal.

If anyone is loitering, or you don't like their looks, go to another ATM. Stand such that those behind you cannot see your PIN as you enter it; your PIN should NEVER be written down on or carried with your ATM card. Remember that the camera cell phones are everywhere and someone could photograph your credit card number!

Be observant. Avoid dark areas, short cuts, cul-de-sacs, and suspicious persons. Stay near light and people.

Be prepared to flee potential problems. If apprehensive about any location for any reason, leave. Consider carrying a whistle. Weapons are not recommended and may be unlawful.

If followed:

On Foot
1. Cross the street
2. Vary your pace
3. Change direction
4. Turn the wrong way down a one-way street

By Vehicle
1. Execute several right turns to verify
2. Get and stay on arterial streets
3. Note and record:
 -- License plate number
 -- Description of vehicle and occupant(s)

If follower persists, go to an occupied and lighted location (convenience store, fire station, police station) and summon police.

Confine your charitable giving to reputable established organizations, preferably those with a local branch. If solicited by an individual for personal charity, don't give cash; offer to buy the individual food or drink or refer them to local assistance resources.

If solicited for an unfamiliar organized charity, ask for literature so you can make an informed decision about giving; any reputable organization will be glad to provide material.

If solicited by telephone, do not give out credit card numbers or personal information not listed in the telephone directory, and don't allow the organization to come to your home until you are certain of their reliability. Instead, ask them to send you information so you can make an informed decision and mail in your donation.

With the exception of local organizations, door-to-door sales are often fraudulent, and should be viewed with skepticism. If it sounds too good to be true, it usually is.

Under consumer protection laws, you have a right to written information about any offer, and the right to cancel any order within three days should you reconsider your decision.

Make sure you obtain enough information to enable you to re-contact the vendor or his/her office in the event you have questions or change your mind. If you don't want to be bothered by door-to-door solicitors, most locations have a law that solicitors must avoid homes that display a "NO SOLICITORS" sign; bear in mind this usually doesn't apply to religious proselytizing or charitable organizations.

For further information about consumer protection laws, contact the your State Attorney General's Office.

Promptly report suspicious persons, vehicles and crimes to the local law enforcement agency.

Have a SAFE and Happy Holiday Season!

The Prez Sez…

By Jerry Cummins

Geez! Where did the time go! It's hard to believe that another year of riding, rallies and sightseeing is coming to an end. I'm sure our club members have racked up a record numbers of miles on the roads again this year in the quest for mileage, Kentucky sights and countless rallies. Mike LaBar has by now tallied the miles submitted for the mileage contest. With all the opportunities we've had to two-wheel throughout the past twelve month, the listings for Ohio in the MOA mileage contest should, once again, be pretty respectable! And it's going to be very interesting to hear about the many curious places participants in our Discover Kentucky contest have visited in their quest for points.

I hope many of you will be able to join in the festivities at our holiday party this Friday at Destiny's. Mike's efforts as the event coordinator for this affair are in their third year now, if my memory serves me right; and it's a great time to get together and celebrate.

Also, as is customary, we'll have officer elections at the party. So, come ready to cast your votes!

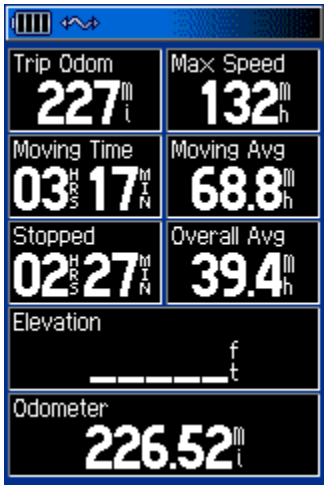
With 2005 just around the corner, it's time to focus some of our "club energy" on the upcoming MOA rally in Lima. We've already stepped up to the plate volunteering our manpower and towing rigs for the motorcycle rescue needs of this rally. At Oscar's prodding, probably due to his newly purchased GS, we've also taken on the task of trying to find suitable off-road venues for the GS off road classes to be offered at the rally. I've already been in touch with the rally chair to let her know of one property offered for this purpose by a family that's been in Lima for five generations. Tim and Karla Graham are a nice couple we "stumbled" upon while in Lima last weekend. We found them at Kewpee's—a local restaurant featuring hamburgers and about seven varieties of homemade pies made fresh daily. (Did you hear that, Henry? HOME MADE PIES. Oscar favored the hot mincemeat pie while I sampled the Dutch Apple and Lynn had the Pecan. They had blueberry, strawberry-rhubarb, lemon crunch, sugar cream and pumpkin on the menu that day. The restaurant was packed with locals, all very friendly, and was something akin to the dairy barn up in Yellow Springs…the name escapes me at the moment.) Back to Tim and Karla…guess where they park their Harleys. You'll hear more about them and the party, too.

We'll be checking out a few other locations for off-road instruction and also for some "curvy" roads. Yes, you heard right. (Tim and Karla have given us some hints for some nice, other-than-straight-flat-road riding in the area, and we intend to check the route out over the coming weeks and months.) The recon runs may be rather spontaneous, but everyone's welcome. Watch the web site and your emails for these spur-of-the-moment excursions north! Also, if you have any other ideas to make this rather unique location for a rally more interesting and enjoyable, let yourself be heard!

Of a more immediate nature, I want to remind everyone about our New Year's Day ride. We'll talk more about it at the party. Right now, we're planning on returning to Perkin's on Tylersville Road. Lynn will be contacting them about being able to handle a sizeable turnout (depending on the weather) again this year. We have yet to finalize a meeting time, but it will probably be breakfast at 10 with the ride immediately thereafter. Bill Berry, I believe, may have been volunteered as ride leader with the Park Ride as a possible route.

See you at the party, I hope! Happy Holidays and ride safe!

GS Max Speed?



After returning from the trip to Lima, I checked out the trip summary on my GPS and was shocked to see the figure in the Max Speed box.

Did the three of us reach that speed? We did pass a lot of cars along the way. No. I updated my Garmin software a few days prior to the ride. There is a bug in the update according to Garmin.

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Speaking of Safety…

Riding Two-Up
By Neil Jones

When someone rides in your car as a passenger, you may have to tell them to buckle up, but not much more than that. However, when you're about to take someone for a ride on your bike, someone who's never ridden as a passenger

before, they will need a little more instruction.

Why the difference? Because on your bike the passenger becomes part of the motorcycle's geometry. You may have seen a rear seat occupant leaning in the opposite direction as the rider through a sweeping turn. They appear to be trying to keep the motorcycle riding at a 90-degree angle to the road. And who hasn't had a passenger bang their helmet against the rider's when the brakes are applied. And what about passengers who put their feet down when the bike stops in traffic.

So what advice do you give a new passenger? First, tell them to keep their feet on the pegs at all times until you signal them by turning off the engine. Next, tell them that if you're going to make a left-hand sweeping turn they should look over their left shoulder; right turn, right shoulder. This will bring their weight mass in line with yours and allow you to lean the bike with considerably less resistance.

As for braking, or warning the passenger of bumps or potholes, try coming up with a set of signals. For example, if you see you're about to hit a bump, tap the passenger's left knee. You might tap their knee twice if you want to call attention to something on the road or something you'd like them to see.

When riding in heavy traffic where braking and accelerating occur often, tell your passenger to sit more upright, and if you have a "grab bar" behind them, ask them to hold on to that.

Tell your passenger to tap you on the shoulder if they need you to stop, or if they feel you're going too fast.

Riding is our little adventure, and is even more of an adventure when you can share it with someone else, especially when that someone else is right there behind you.

Pedestrians Face Dangers

WASHINGTON (AP) -- Cities in the South and West are the most dangerous for pedestrians, with four in Florida earning the dubious distinction of being the deadliest of all.

A private study released Thursday concluded that sprawling, newer cities in the South and West tend to be built with wide, high-speed roads that are especially dangerous for walking.

"So much of our transportation system is designed for cars and only cars," said Anne Canby, president of the Surface Transportation Policy Project, which issued the report. The group advocates balanced transportation.

The report found that the 9,746 walkers who died in 2002-2003 were more likely to be killed on busy streets without crosswalks. Nearly 40 percent died where crosswalks weren't available.

"Wide roads, speeding traffic and a lack of crosswalks or sidewalks can make walking a deadly activity," the report said. "There simply are not enough pedestrian facilities."

Regional differences in walking safety are stark. Twice as many walkers die in traffic accidents in New Orleans, San Diego and Phoenix than in Minneapolis, Milwaukee and Boston.

People are three times more likely to be struck and killed on streets in Tampa-St. Petersburg-Clearwater, Florida, Orlando and Miami-Fort Lauderdale than they are in Cleveland, Cincinnati and Columbus, Ohio.

Tampa-St. Petersburg-Clearwater, characterized by traffic speeding along eight-lane boulevards, was ranked first for its dangerous roads, with 3.69 deaths per 100,000 people in 2002-2003.

Tampa Mayor Pam Iorio was announcing plans Thursday for improving pedestrian safety on Bay Shore Boulevard, one of the city's main thoroughfares. Iorio was responding to public concern over a young female jogger who was killed in February by a speeding motorcyclist while she tried to cross the busy boulevard.

Tampa City Council member Linda Saul-Sena, head of a new "Walkable Roadways" committee, wants drivers to recognize that city streets are for people, not for speed.

"It's changing the culture so the person in the SUV on the cell phone knows that it's their responsibility to stop and respect the pedestrians," said Saul-Sena.

Tampa can take heart from Salt Lake City, which STPP gave poor marks for protecting its walkers shortly after Rocky Anderson was elected mayor in 2000.

As a new mayor, Anderson, who campaigned on making the city more walk able, saw a hit-and-run accident that injured a pedestrian on a downtown street. The victim survived, but Anderson vowed he would make the city's pedestrians more visible in a city where long blocks and very wide streets make walking dangerous.

The city put red flags in containers that pedestrians can carry across intersections and wave at drivers. Overhead lights that pedestrians can activate were installed at intersections. Undercover police ticketed drivers who failed to yield to pedestrians in crosswalks.

Salt Lake City also promotes walking around downtown by making it a better experience. Outdoor dining is now encouraged, ordinances were changed to make signs more interesting, and artists and performers are allowed on public sidewalks.

As a result, accidents involving pedestrians fell 36 percent, to 114, in the first 11 months of 2004, from 177 in 2001.

The STPP ranked Salt Lake City the most improved city for pedestrian safety.

"It's about creating a more interesting, vibrant community, and it's working," Anderson said.

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11-13-2004 GCBMWC Minutes

Meeting called to order at 7:28. Minutes were read. With a correction on club mileage they were voted on and accepted. The treasures report of $1457.00 as of 11-13-04 was read and accepted.

Tee shirts need to be paid for. George has list of who still owes. The shop had to redo a few shirts due to wrong application location. A few sizes and styles are still available. If interested, see Lynn.

The Bluegrass riding contest for this year will go through next year. Due to the large amount of possible locations and great roads, Mike LaBar thought it would make sense to allow more time. We will award prizes for the highest running total as of the Christmas party. Make sure you get all your location and photos into Mike.

The Christmas Party will be 12-10-04 at Destiny's in Fairfield. In the rear lot of Pearls Dinner. The hall is ours from 6:00 to 10:00. The price will be $15.00 each with the club picking up the beer and the dinner cost difference. Get your name into Mike so he has an accurate count. Mike will post the menu on the website.

Nominations were made for club officers. Jerry again for president, George again for Treasure. Bill Wright for VP and Mike LaBar for VP. Tom R. again for secretary. Voting will be at the Christmas party.

Please keep the articles coming for the newsletter. If you go out for a ride of get a new toy to play with, put it in writing. We can correct and format anything, just get your thoughts down and we can do the rest.

Lima 2005! We went over the rescue vehicles that we had offered. We will get more info on what will be expected of us. We will try to find average number of rescues at past rallies. Also the Rally Chair is still looking for a GS site. Oscar has a contact and will look into it.

Mary Pierce is officially retired. Send donation to the "Mary retirement fund"!

It is time to start planning for the "Mini-Rally." The beginning of May will be here in no time. Should be Sunny and in the 70s.

Reservations for the Alternative Rally can be made starting March 1, 2005. We still need to set the date and then Bill will take care of the planning. Parts of the Blueridge will be closed and Bill will post on this.

Oscar rode in on his new "to him" GS. Picked it up in Pittsburgh this morning. He will supply article after shake down.

Meeting adjourned at 8:21. 50/50 won by Tom Raybuck.

Seasonal Storage

The following article is a summary of excerpts from a brochure on "Seasonal Storage" produced by BMW of North America, Inc, Motorcycle Aftersales.

With seasons changing and temperatures dropping, we're all aware that winter is coming. For some of us, that means limited riding or possibly even storing our bike(s) until more desirable weather returns in the spring. If you're one of the riders contemplating a little seasonal break for your bike(s), it's time to check your Riders manual and Service & Technical manual for suggested maintenance to preserve your investment.

A major element of seasonal storage is related to fluids. Seasonal storage directives by BMW suggest changing the oil, brake fluid and fuel. BMW recommends changing the engine oil and oil filter and refilling with manufacturer recommended oils and viscosities. After completing the oil change however, be sure to run the engine for about three minutes to allow the clean oil to circulate throughout the engine so it can coat and protect. If your storage interval will be longer than six months, you should drain and replace all other oils (gearbox, drive shaft, rear drive, front forks). As with the oil change procedure above, be sure to run the motorcycle for approximately three minutes, using several gears to ensure proper oil coverage in transmission and rear drive. These fluid changes are critical to reduce the risk of any moisture or contaminants damaging your motorcycle's vital internal parts.

If you've performed your annual brake fluid change, you might not have to change your brake fluid. However, inspect your brake fluid should prior to storage; it should be light amber in color. If it is dark or cloudy, the system must be flushed and fluid renewed.

When it comes to your fuel tank, drain the tank to remove moisture or contaminants and refill with fresh fuel to prevent the tank from rusting. If you desire to use a fuel additive, use only fuel additives approved by BMW NA. Additionally, carburetor float bowls and jets should be cleaned and drained to prevent deposits caused by fuel that evaporates over time.

Don't forget your bike's exterior when preparing it for seasonal or prolonged storage. Take care to thoroughly clean, dry and wax all chrome and painted surfaces as dirt on your motorcycle can lead to corrosion on alloy castings and chromium and cadmium components. The dirt retains moisture, which is the key to corrosion. You can use S100 Corrosion Protectant to retard corrosion and rust on the unpainted castings such as the engine, gearbox, rear drive and related hardware. Vaseline can be used (light coating) on exposed nuts, bolts and plated hardware. Really adverse storage conditions, with drastic temperature changes or salt mist, require more extensive, but simple, protective measures. Check with your service department for details on using a preservative spray such as LPS#3. (Be careful when using any petroleum-based lubricants as they can damage Pearl effect paint.)

Chassis lubrication is also a important for your storage prep. Check your service manual or Seasonal Storage brochure (available at your dealership) for specifics on lubricating the center stand and clutch and/or brake pivots; rear brake pedal and linkage pivot points; throttle body or carburetor linkage arms/springs; center stand and side stand pivots. Handlebar switches also need lubrication. They should be sprayed with lubricant (ask your Service department for specifics on approved spray suitable for this area of the bike). All locking mechanisms should also be protected with lubricant. These items include ignition, fuel cap, seat lock, steering lock, saddlebags, alarm system, top box, etc. While you're at it, lubricate seat hinges, latch supports and mechanisms to ensure trouble-free operation.

Battery maintenance varies based on the conditions of storage. In most cases, it is acceptable to leave the battery installed in your motorcycle. Care for your installed battery

includes: maintaining proper electrolyte level and adding distilled water as necessary *(in batteries requiring water replenishment)*; clean the case and terminal connections and charge your battery for 10 hours every two to three weeks using an automatic charger with a maximum output of 2 amps (for BMWs with 12 volt systems). Read battery charger instructions before charging the battery.

Take care to give your tires special attention in your storage prep procedures. BMW recommends placing the bike on its center stand and propping the bike up with wood blocks to remove any weight from the tires. Make sure they are properly inflated and clean the treads of gravel, glass or other road contaminants.

Now that all your prep work for storage is done, be sure to select a storage area that is free from dampness and high humidity. A heated area is not necessary, but it is recommended that the daily temperature change should be minimal and, don't store your bike in direct sunlight. Also, if you choose to cover your motorcycle, select a vented cover that will allow moisture to escape rather than retaining it.

Hopefully this summary on seasonal storage will help maintain your bike(s) in great shape during the "off" season. For more detailed information on this topic, check with your dealer's service department and/or request a copy of the brochure on Seasonal Storage to ensure your investment will be protected through the winter and ready for miles of riding in the spring.

Motolight - 800-567-8346

Club Calendar

Dec 10 - 6:00 pm **Dinner/Meeting** at Destiny's in Fairfield (behind Pearl's)

Cost - $15/person at the door
7:00 Dinner
8:30 Meeting & Elections
9:30 Mileage Contest Awards
Festivities should end at 10:00

2005

Jan 1 – 10:00 am New Years Day Ride - Perkin's at Tylersville Road Exit off I75N
Jan 8 - 7:00 pm Meeting at Oscar & Morgan's
Feb 6 – 9:00 am Breakfast ride
Feb 12 - 7:00 pm Meeting at Jim & Deana Smith's

Membership Dues

Next month we will start collecting membership dues.

$15.00 for a single membership
$18.00 for a couple

Checks are to be made out to: **GCBMWC.**

Please see George.

Directions to Destiny's:

GCBMWC Market Place

2002 Silver 1150RT with 17,xxx miles. Accessories include comfort seat & seat jacks, BMW top box & seat back, cylinder guards, Throttlemeister, Big Mac Explorer SC tank bag & map case, and radio setup (Kenwood KCR –355 AM/FM/Cassette & KCA-RC700 remote with quick disconnect). Excellent condition, garaged with complete service records. Original owner, no accidents. $9,950.00/OBO

Call Tom Masson at 513-779-0151 or email tmasson@fuse.net.

Oscar is selling his **6X10 enclosed Pace-American trailer:**

- Price $1200 firm or $1500 negotiable
- 1998 model (I think, need to look at title)
- Enclosed
- Rear loading ramp
- Side door
- Dexter Independent Torsion Suspension (must have)
- Wheel cradle for bike
- 4 tie downs
- Spare tire
- Recent bearing service
- Color red & black
- In/out carpet inside
- Clothes rod up front

Contact Oscar at: gummikuhr90@yahoo.com or at: 513-708-7860.

Motolight Gift Certificate

GIFT CERTIFICATE $25.00
Tri-State 860-1114 or Motolight 474-7530
twenty five dollars towards the purchase of
local BMW Chapter (1) set of motolights Motolight
214254 good only until 12/31/04
Authorized Signature

Lynn at Deal's Gap. Notice how visible the Motolights make her motorcycle?

Is there a second motorcycle in this picture?